

CANNOT CRIPPLE HIM WITHOUT HURTING SELF

LONDON, April 15.—It will be impossible to cripple Germany without to some extent crippling British trade, Charles S. Addis, a director of the Bank of England, told the House of Commons recently. "To cripple the maximum indemnity for the minimum of injury to the trade of the country," he said, "it would be necessary to afford Germany free access to raw material and freedom to arrange her own mode of paying the indemnity. This would be for an amount of \$120,000,000,000 at which modern amount well within her tax capacity and on such terms as to keep alive in the debtor the hope of redemption within a reasonable time."

A crippled Germany could not pay a penal indemnity and to suppose that in crippling a nation you thereby gain a guarantee of continuous peace is chimerical. The only guarantee of peace is that having beaten the enemy, you should be ready to fight him again whenever he likes.

"The idea of Germany being able to pay under any circumstances the amount of \$120,000,000,000 at which modern amount well within her tax capacity and on such terms as to keep alive in the debtor the hope of redemption within a reasonable time."

TRANS-SIBERIAN R. R. POINTS OF INTEREST

(Correspondence Associated Press) KURITSK, Siberia, March 29.—American railroad engineers who will doubtless come to Siberia in large numbers in connection with the reorganization of the Trans-Siberian railway, will have much to do with the region of the famous lake Baikal which is skirted on the south and southeast by the great Russian railroad. It is possible in the winter months to cross the lake on sleds, thus varying the monotony of the long journey, and in summer on a steamer. But the builders of the railroad found it desirable to have a safe all-rail passage to Vladivostok, so the way was hewed through ranges of hills. The tunnels are now guarded by Japanese troops.

Baikal, which is one of the largest fresh water lakes in the world, is called "The Holy Sea" by the Russians who live in its vicinity. It is only exceeded in size by the American lakes Superior, Michigan and Huron and by Lake Nyanza in Africa. In contour it resembles the human heart. It attains at points the great depth of 2155 feet.

A number of islands may be seen as one crosses the water in the navigable season. The Buriats, descendants of the Mongolians, who are found numerous in the Baikal region, have a superstitious reverence for the island of Olkhon as being the residence of the infernal divinity, Begdoy, who is supposed to have under his care the souls of the damned. The scientist, Georgii, who visited the island in 1772, declared that at no place in the then known world were so many sacrifices made as on this island. According to another Mongolian tradition, Olkhon was the domain and home of the ancient hero, Genghis Khan.

Americans who have seen the rocky profile in the White Mountains of New Hampshire would be interested in the spectacle on the eastern shore of the lake, to the north of Cape Holy, where the summit of a perpendicular column of jagged rock resembles the colossal head of a man, with a long nose, and with the eyes represented by profound and sombre cavities. In the crevasse which makes the mouth of the cormorants build their nests.

The idolatrous Buriat priests and the Lama priests regard the submarine rock situated near the point where the mighty Angara river finds its source in Lake Baikal as being especially sacred. They hold it to be the refuge of the "Invisible White God," and offer up many sacrifices.

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Application Notice No. 1396.
Notice of Application for Permission to appropriate the Public Waters of the State of Nevada.
Notice is hereby given that on the 21st day of February, 1910, in accordance with Section 53, Chapter 148, of the Statutes of 1910, one I. G. M. Southey, of Beaty, County of Nye, and State of Nevada, made application to the State Engineer of Nevada for permission to appropriate the public waters of the State of Nevada. Such appropriation is to be made from Pahr Springs, at a point approximately 1 1/2 miles N. E. of N. D. W. 4, Sec. 8, T. 9 S., R. 4 E., M. D. B. & M., unreserved land, by means of excavations and open cuts, and one-fourth cubic foot per second is to be conveyed to approximately N. E. of N. W. 4, Sec. 8, T. 9 S., R. 4 E., M. D. B. & M., by means of pipes, ditches, tanks or troughs, and there used for stock watering and domestic purposes. Water not to be returned to stream.
(Signed:) J. G. SCRUGHAM, State Engineer.

Date of first publication April 4, 1910.
Date of last publication May 2, 1910.

Y. M. C. A. HELPS BOYS IN SIBERIA

(City Associated Press) OMSK, Siberia, April 15.—E. T. Head, of Davenport, Iowa, who is in charge of the western district of the American Young Men's Christian association work in Siberia, has returned to Omsk after a visit to the battle front and reports that the Y. M. C. A. is doing everything possible to lighten the hardships of the soldiers. Two American secretaries are working, he reports, at the fighting line. They are H. L. Finkhan, of Pennsylvania, who is at Ufa, and C. W. Riley, recently graduated from Northwestern University at Chicago, who has a club car further north on the line. Mr. Riley brought the first Y. M. C. A. supply train out of Vladivostok.

Twenty-five American secretaries are now serving in the western Siberia zone and have organized 20 cantons. A general supply department is now being organized for the local purchase of butter, cheese and general dairy products for which Siberia is famous, but which the soldiers have difficulty in obtaining below zero. Fahrenheit. Violent winds driving from the Arctic region produce short, perpendicular waves which, during storms, reach a height of seven feet. Fish are abundant and a welcome food to the troops.

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SUB PREFERRED FOR NORTH POLE

(City Associated Press) SAN FRANCISCO, April 15.—In the way of modern methods of transportation as a means of reaching the North Pole, the submarine comes first in the estimation of Vilhjalmur Stefansson, the Arctic explorer. Next comes the dirigible balloon, and finally the airplane.

"The submarine appears to me to be a perfectly practicable way of reaching the pole, as well as a comfortable way, for one could carry all the necessary comfort," said Mr. Stefansson on his recent visit here while discussing Arctic exploration with friends. "I seldom have seen a stretch of ice extending more than 30 miles without coming to open water. Under the circumstances there never would be any difficulty in the matter of getting to the surface. Also the navigator would be assured of calm water when he came up in these ice hemmed bits of water."

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ASSESSMENT NOTICE

GOLD ZONE DIVIDE MINING COMPANY—Location of principal place of business, Tonopah, Nye County, Nevada. Location of works, Gold Mountain, Esmeralda County, Nevada.

Notice is hereby given that at a meeting of the Board of Directors held on the 27th day of March, 1910, an assessment No. 5 of one (1) cent per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin, to the Secretary, at the office of the company, room 210 State Bank Building, Tonopah, Nevada.

Any stock upon which this assessment shall remain unpaid on the 5th day of May, 1910, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on Saturday, the 17th day of June, 1910, to pay the delinquent assessment, together with costs of advertising and expenses of sale.

By order of the Board of Directors,
F. A. BURNHAM, Secretary,
Office: 310 State Bank Building,
Tonopah, Nevada.

assured of calm water when he came up in these ice hemmed bits of water.

"The submarine already has been used for getting to ice bound ports by passing the ice. They may be provided with wheels so as to go along the channel bottom. A large submarine will only weigh about 600 on the wheels when submerged in this manner. In constructing an under ice submarine the periscope and much of the above deck construction would be done away with and in place of it would be a deck coming in a ridge similar to a roof which would cut through thin ice when coming to the surface. Ocean ice is mushy and I have seen a whale come up through a thickness of six or seven inches of ice."

LOCATION BLANKS in triplicate, in book form, on sale at Bonanza office

INSURANCE ANNUAL STATEMENT

(For Publication)

National Insurance Co. of Copenhagen, U. S. Branch, 80 Maiden Lane, New York, N. Y. Summer Ballard, U. S. Vice-Mgr. W. D. Despard, U. S. Marine Mgr.

Deposits capital	\$ 100,000.00
Gross assets	2,792,078.70
Liabilities, except capital	1,482,632.87
Net surplus	216,355.83
Income	
Premiums	\$ 2,938,199.16
Other sources	443,555.60
Total income, 1918	3,381,754.76
Expenses	
Paid policy holders	1,952,401.42
Dividends	None
Other expenditures	886,321.35
Total expenditures, 1918	2,838,722.77

Business 1918

Risks written	\$34,292,585.00
Reinsured thereon	3,563,312.71
Losses incurred	1,177,794.58

Nevada Business

Amount of risks written	\$ 29,606.06
Premiums received	1,197.25
Losses paid	247.87
Losses incurred	373.61
Amount of policies in force Dec. 31, 1918	None
Re-insurance only	None
U. S. Mgr.	U. S. Mgr.

INSURANCE ANNUAL STATEMENT

(For Publication)

Jakor Insurance Co. of Moscow, Russia, U. S. Branch, 80 Maiden Lane, New York, N. Y. Summer Ballard & Co., Inc., U. S. Managers.

Deposits capital	\$ 500,000.00
Gross assets	2,393,669.94
Liabilities, except capital	2,149,078.41
Net surplus	244,591.53
Income	
Premiums	\$ 2,044,568.53
Other sources	170,346.31
Total income, 1918	2,214,914.84
Expenses	
Paid policy holders	1,281,296.92
Dividends	None
Other expenditures	1,181,743.21
Total expenditures, 1918	2,463,040.13

Business, 1918

Risks written	\$27,318,708.00
Reinsured thereon	8,654,924.90
Losses incurred	2,221,251.39

Nevada Business

Amount of risks written	\$ 505,632.00
Premiums received	2,795.91
Losses paid	443.49
Losses incurred	None
Amount of policies in force Dec. 31, 1918	None
Re-insurance only	None
U. S. Mgr.	U. S. Mgr.

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